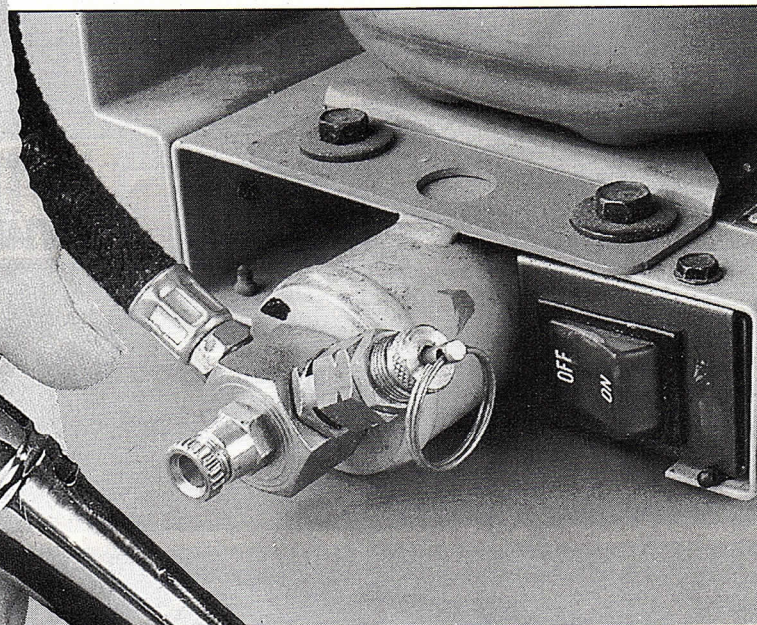


AIRBRUSHING!

IMPROVE YOUR



Main pic and above, airbrush and compressor – cans of air can be used, but a compressor is much better.

In part one of this article, we look at airbrush equipment, plus some basic spraying exercises...

Practice makes perfect, so goes an old saying – and it could have been invented for airbrushing. Once you have established the basic operating procedures, practice constantly, working on pieces of card, egg boxes, old kits – anything in fact, to develop your confidence with this uniquely useful tool.

For many modelling tasks, an airbrush ends up being used as a simple spray gun to apply a base coat of colour. However, if you own one with a separate needle, single or double action, you have at your disposal an instrument with a variety of uses that can save the modeller a lot of time and aggravation. To begin with, most of the full size subjects that you will be modelling were themselves spray painted using what is basically a large airbrush – this must be a good start! Having a controllable paint spray with a line width that can be changed constantly from a couple of

millimetres to several centimetres is a valuable tool, and one that is worth getting to grips with.

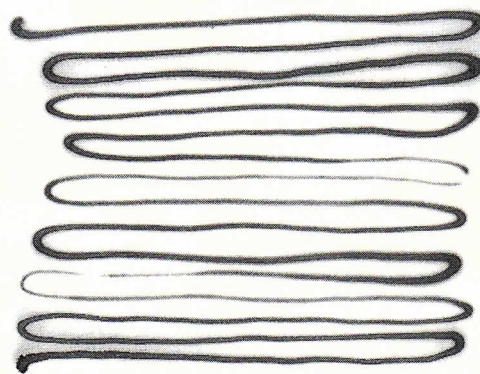
Equipment run down.

As this article is about basic techniques to help the modeller, we won't dwell on the how an airbrush works, only to say that they generally contain some very small and fragile components that simply will not function properly, if at all, when clogged with paint. One of the most loathsome tasks of airbrush use is the constant cleaning, a tedious but absolutely vital element of the whole process.

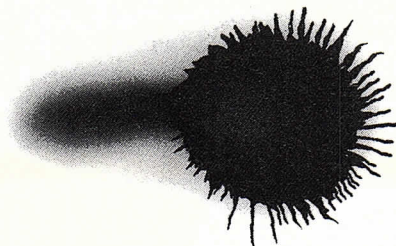
What came first, the airbrush or the air?

The other major investment you will need to make is a source of compressed air to power your airbrush. If you only spray once a month for five minutes, cans of compressed inert gas are fine – any more spraying than this and a compressor will be called for.

There are several types of compressor that go in an upward spiral of sophistication and expense, but the governing factor is the consistency of the air pressure. The cheaper machines employ an electric motor coupled to a reciprocating piston in a cylinder (almost a generator in reverse) and for many tasks these work well.



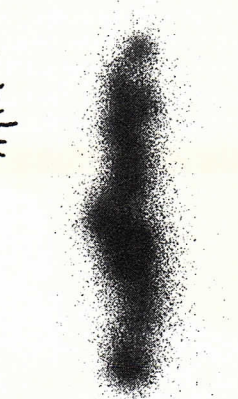
Practice spraying continuous lines – an even line width is important here.



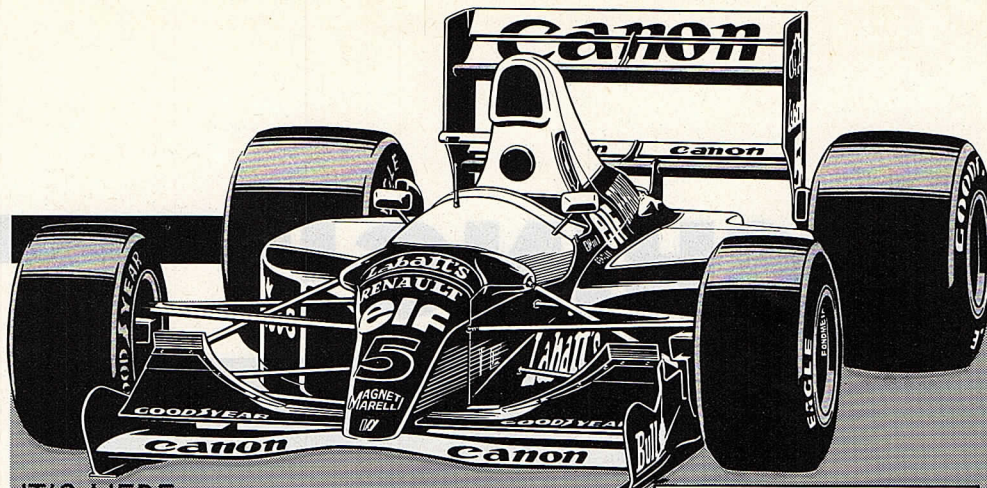
Above, the result of too much paint, too close to the work surface.



A blocked paint nozzle is disastrous – clean up and start again!



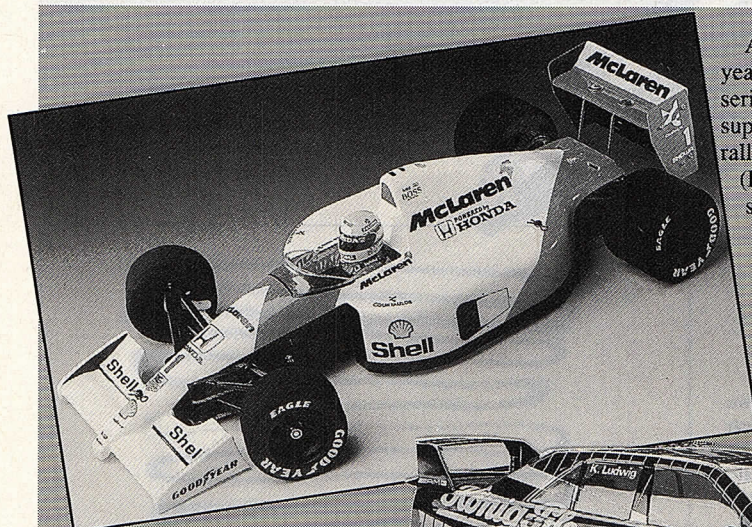
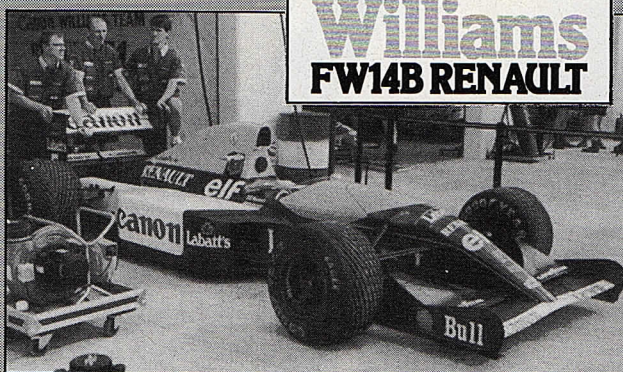
Above, air pressure too low, plus paint too thick...



IT'S HERE AT LAST!

Of all the requests for information we receive here at TMMI, we must get more concerning the availability of the 1:12 Williams FW14B than anything else.

We are delighted to announce that this much "in demand" kit is now in production, and by the time you read this should be available in the shops. We are currently in the process of building this kit, and it will appear as a full review in the April/May issue – so keep reading!



F1 EURO CUP '93 UK

Due to the huge success of this year's championship, The Tamiya Formula 1 Euro Cup will be held again this year. There will be nine events across England, Scotland and Wales, starting on April 4th, and ending on August 29th. The

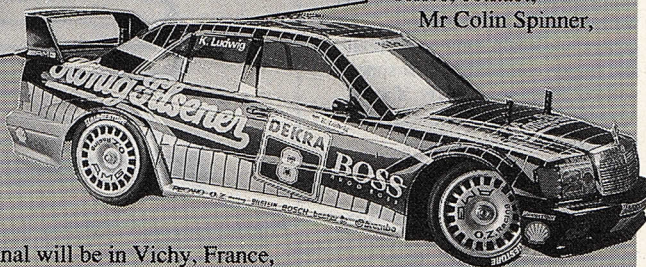
final will be in Vichy, France, over the 17th, 18th and 19th of September 1993.

The same rules apply, with all cars conforming to near "out of the box" spec.

Also taking place later this year is a brand new racing series – dedicated to Tamiya's superb 1:10 RC saloon and rally cars. Both the rally cars (Escort, Lancia Delta) and saloon tourers (Mercedes, BMW M3 etc) can be raced in the rounds, which will take place at Ford dealerships throughout the UK.

For more information about both of these race series, contact:
Mr Colin Spinner,

Richard Kohnstams,
13-15a,
High Street,
Hemel Hempstead,
Herts HP1 3AD



THE ABINGDON SET

Corgi have produced models of the MGAs Nos. MBL 867, and MJB 191, both stars of the 1956 Alpine Rally.

The cars represent rally vehicles from the near legendary Morris Garages' competitions department at Abingdon, Oxfordshire.

Also seen here is the Morris J Service Van used by BMC during the same period, revived by Corgi to complement the two Rally cars.

IN BRIEF

Sponsorship mystery

Despite rumours emanating from the pages of recent motoring magazines that all of the major Japanese companies have re-signed their Formula 1 sponsorship deals, it is still not known for certain whether Tamiya are to continue to sponsor Team Lotus in the '93 season.

As soon as we know, we will tell you, so keep reading this magazine to find out!

Tamiya recruits

Inside information tells us that rally drivers Miki Biasion and Malcolm Wilson have taken delivery of their own individually numbered Ford Escort Cosworths. We mean of course the new 1:10 RC Tamiya kits – one tenth of the size of the real Ford Escort Cosworth that they will be driving this year.

Another famous driver seen handing over hard cash for Tamiya RC models was F1 racer Eric Comas. He bought not only the Escort Cosworth, but the BMW M3 Schnitzer – he must be up for some serious practice...

Micro – what?

Throughout the pages of this magazine you will see many references to modelling products from a company called "Microscale".

One of their most important products is a two part decal application system called "Microset" and "Microsol". With all of these Micros, the proper name of this system sometimes gets confused...

To add to the chaos, the company has changed it's name to Super Scale!

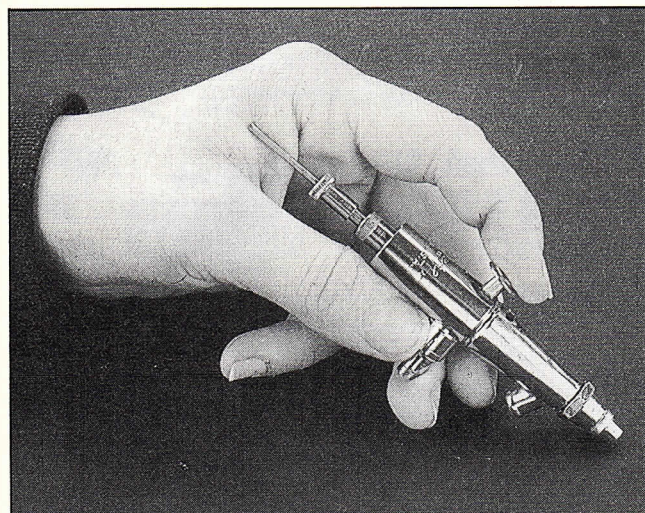
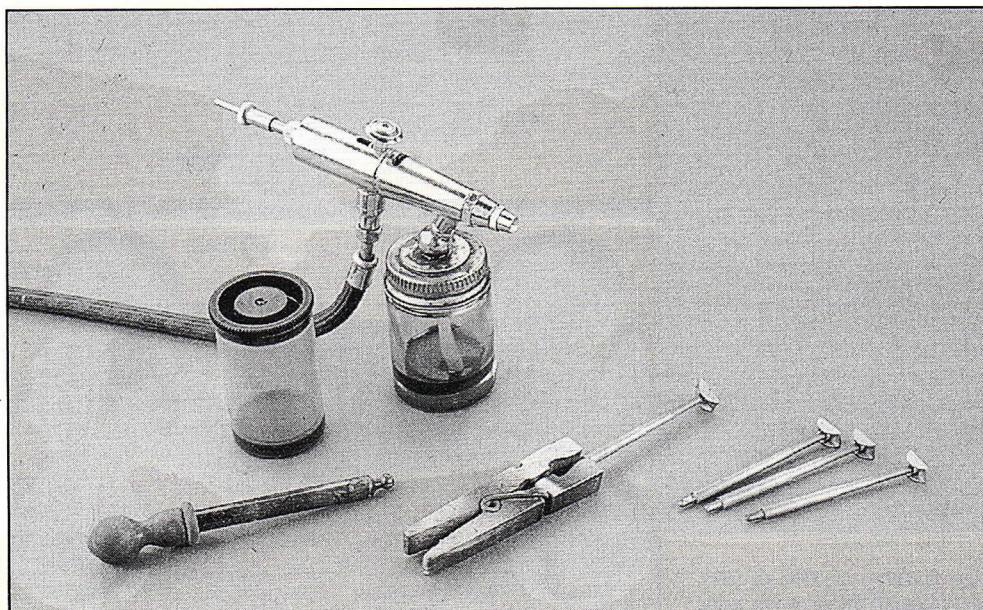
All of the above are available from one of the most famous and best stocked model shops in the UK, namely:

Hannants,
Trafalgar House,
29-31 Trafalgar Street,
Lowestoft,
Suffolk,
NR32 3AT,
England.

TS problems

After our announcement in the August/September issue about Tamiya TS aerosol sprays coming into the country, we have had quite a few letters from people saying that they are having trouble in obtaining these paints.

There have been supply problems, but there will be a limited flow of TS colours coming in over the year. Check with your local model shop for details.



They are however noisy, and often suffer from "pulsing", and for more precise and prolonged work a "silent" compressor with a sealed refrigerator type pump and an air reservoir will be needed.

These types of machines often come with water traps, variable pressure gauges, multiple hose connectors etc, and can become quite expensive. Unfortunately, there is no cheap option where compressors are concerned, and they usually cost more than the airbrush itself!

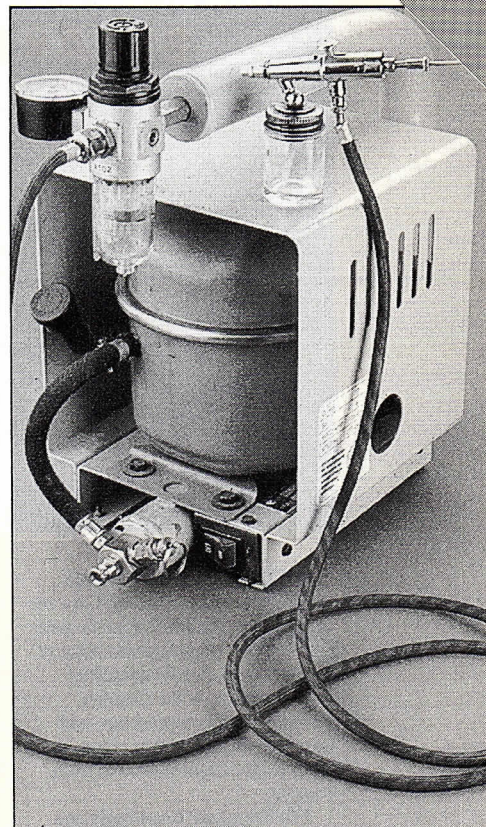
If you really can't run to one of these silent types of machines, use a piston compressor and buy the longest air hose you can find, even connecting two together - this should reduce some of the pulsing.

Fume extraction

Even a quick airbrushing session generates a lot of highly unpleasant fumes, so some kind of extraction system will be needed. It is not really enough to open a window - the paint dust and solvent fumes need to be actively drawn out of the room. Many people build their own extractors - one home made contraption seen looked like something out of the set of Alien, with yards of tumble drier ducting snaking over the workbench, connected to a series of cardboard boxes and a domestic extractor fan, but it worked well and that's all that matters!

A right mix up

One of the keys to successful airbrushing is achieving the correcting thinning ratio for paint. A good starting point is 50 percent

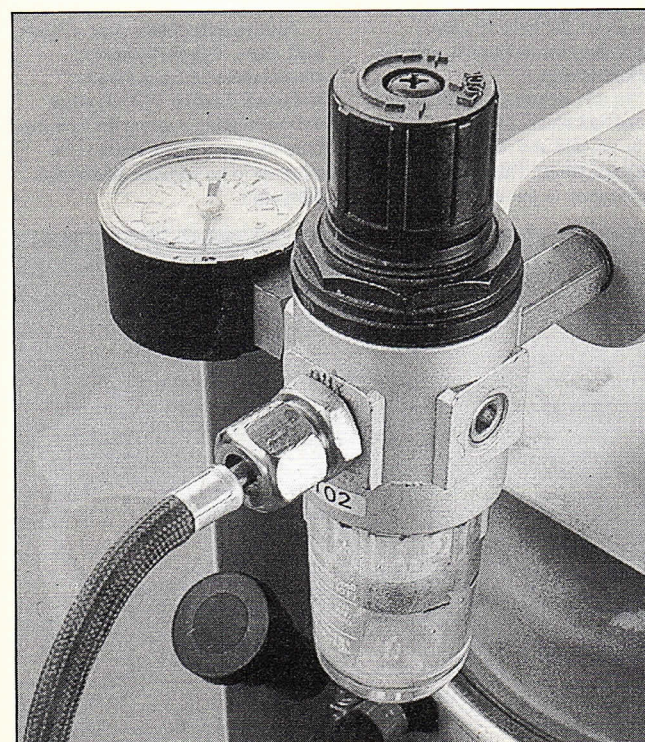


Above and left, Revell professional compressor and Paasche double action airbrush - the set up used to paint many of the models seen in this magazine.

Bottom, Revell machine comes with a moisture trap, adjustable pressure regulator and PSI/BAR gage - all essential for precise spraying.

paint to 50 percent thinners, but the ratio will vary a lot depending on whether you are using enamel, cellulose or acrylics, gloss or matt, applying a base coat or an overspray. Experiment constantly, and always test a paint mix on a surface similar to the one the paint is intended for.

If you are using an airbrush with a glass paint jar, a correctly thinned charge of paint should adhere to the inner surface of the jar when shaken, leaving an even film of colour that clears in about fifteen seconds. If your compressor allows, set the pressure at about thirty PSI as this level will suit most types of paint, but again always experiment. A higher pressure will give you a finer spray and less grainy finish, but with some quick drying paints such as acrylics, the paint might actually be partially dry before it reaches the model! By turning the pressure right down to around ten PSI and opening the paint control on the airbrush quite wide, an interesting spatter effect can be achieved.



RADIO CONTROL ROUND-UP

BREAKING NEW GROUND

Soon to hit the shops from Tamiya is the Terra Conqueror 4WD. The car is loosely based around the Manta Ray but does have a number of points that make it aimed at a higher market. A full ball race set, ball differentials, Dyna Tech motor and 2.2 inch wheels and tyres are just some of the points featured on the car. The chassis is still the plastic tub first seen on the Manta Ray and also in the Touring Cars, this has the two gearboxes containing ball diffs, motor and Tamiya plastic drive gears.

Also included in the kit are oil filled plastic dampers, mechanical speed controller and the new ball joints and threaded turnbuckles.

Coming soon will be new dampers from Tamiya, these new sleeved units have a radical design and will fit most of the Tamiya RC range.

Apart from Formula One, Touring Cars are the most popular form of motorsport. One of the finest and closely contested championships is the German Touring Car Championship, and from this championship comes the latest Radio Control release from Tamiya.

The Schnitzer Team build and race BMW M3 Sport Evolution cars and Tamiya's model is based on the Warsteiner/Wintershall sponsored car raced in the 1992 Championship.

The model

Tamiya recently modelled the Mercedes 190E and we reviewed that kit in Tamiya Model Magazine. The BMW is based on the same chassis and follows the same layout and design.

The base of the car is a moulded plastic tub, a front and rear gearbox containing a ball and geared differential and a solid centre drive shaft make up the drive system. Most of the chassis and drive parts come from the tried and tested Tamiya 1:10 off road car range. Fitted to the car is a standard Mabuchi 540 motor which is bolted to the rear gearbox, this is fed power by a mechanical speed controller that is operated by the Radio Control system.

The BMW will require a two channel Radio Control system, battery and charger to complete.

On road suspension

The BMW is designed to be used on flat Tarmac. Therefore the suspension is limited, small

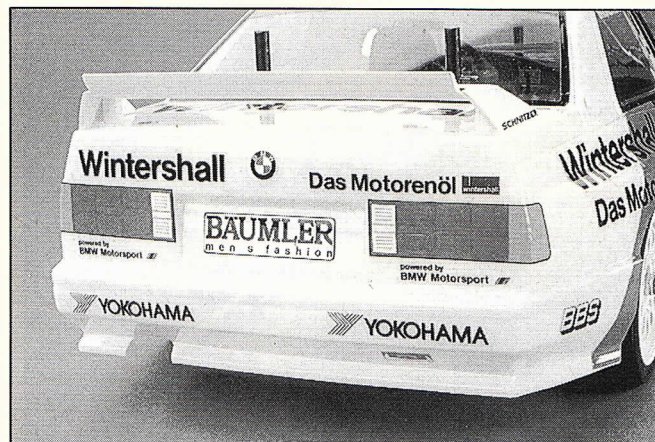
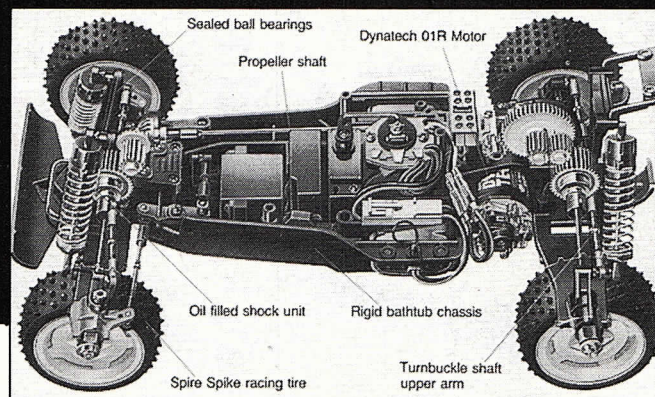
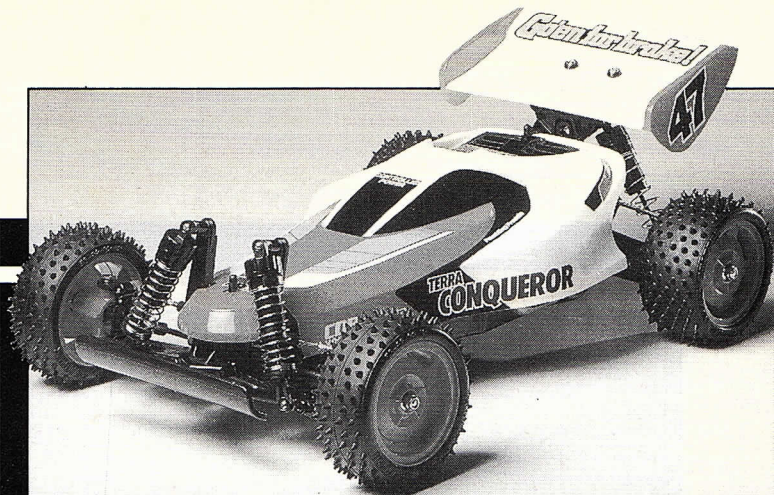
suspension arms and little dampers are used so that the car is low to the ground. The dampers are oil filled and have alternative pistons and adjustable spring settings. Suspension should be set low and stiff for best handling (and good looks!).

The wheels and tyres on the BMW are really neat, extra low profile tyres are fitted to chunky BBS style wheels which are left in their moulded white colour.

The best part of the BMW kit though is still to come....the bodyshell!

The Tamiya shell is accurately moulded to a very high standard, the bodyshell also comes with a protective plastic coating that means all the spraying can be done with no chance of overspray or scratching. We marked the body with a scalpel and snapped the plastic to the marked cut out lines. Mask up the windows and front lights, a quick coat of pearl white and the stickers are next!

The decal or sticker set for the BMW is not easy to apply, read the instructions and follow the correct order and you should be OK. Once all the stickers are on the grill needs



The Tamiya BMW M3 has a separately moulded plastic wing that looks good even if no paint is applied!

a coat of matt black and fitting as do the wing mirrors. That completes the outside....but remember this is Tamiya, and the cockpit is next.

All this requires is a quick coat of red and black, the driver's helmet to be painted and the overalls given a coat of white. This is an ideal opportunity to put in a little extra

detail, the odd fire extinguisher and seat belts maybe?

Tamiya have really done it again, high class, high performance chassis mated to an accurate bodyshell. During 1993 Tamiya will be running a series for Touring Cars so expect a few more to be released to go with the BMW and Mercedes.

